

COTTAM & Co.,
NEW SHIPMENT.
FELT HATS,
STRAW HATS,
CLOTH CAPS,
SCARVES & TIES,
&c., &c., &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 495 日九初月十年二十二精光

FRIDAY, NOVEMBER 13, 1896.

五十年 三月三十日 香港莫英一十號

"OPAL."
IN DER THOMAS.
"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

THIRTY DOLLARS
PER ANNUM.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$6,000,000
RESCUE LIABILITY OF PROPRIETORS \$10,000,000

COUNCIL OF DIRECTORS:
A. McConachie, Esq.—Chairman.
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Hongkong—T. JACKSON, Esq.
MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED,
HONGKONG—INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 3 PER CENT., PER ANNUM ON THE DAILY BALANCE.

INTEREST ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager,

Hongkong, 13th November, 1896.

HONGKONG SAVINGS BANK.

THE BUSINESS OF THE ABOVE BANK IS CONDUCTED BY THE HONGKONG AND SHANGHAI BANKING CORPORATION. RULES MAY BE OBTAINED ON APPLICATION.

INTEREST ON DEPOSITS IS ALLOWED AT 3 PER CENT. PER ANNUM.

DEPOSITORS MAY TRANSFER AT THEIR OPTION BALANCES OF \$100 OR MORE TO THE HONGKONG AND SHANGHAI BANK TO BE PLACED ON FIXED DEPOSIT AT 4 PER CENT. PER ANNUM.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,

Hongkong, 1st August, 1896.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$100,000

RESERVE LIABILITY OF SHARE-HOLDERS \$100,000

RESERVE FUND \$150,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 3 PER CENT. PER ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS... 4 PER CENT.

" " 6 " 3 "

" " 3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 19th October, 1896.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000

Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:

D. Gillies, Esq. Chow Tung Shang, Esq.

H. Stoltzfoos, Esq. Kwan Ho Chuen, Esq.

Chan Kit Shan, Esq.

Chief Manager, GEO. W. F. PLAYPAIR.

Interest for 12 months Fixed, 5 per cent.

Hongkong, 23rd October, 1896.

CARBOLINEUM-A-VENARIUS USED FOR 2 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Weed and Stone against White Ants, Decay, Fungus Rot and Dampest.

Sole Agents for China, SCHEELE & CO.

Hongkong, 15th May, 1896.

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MASONIC.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165;

A REGULAR MEETING OF THE ABOVE LODGE WILL BE HELD IN THE FREEMASONS' HALL, Zetland Street, ON MONDAY, THE 16TH INSTANT, AT 8.30 FOR 9.00 PM PRECISELY. VISITING BRETHREN ARE CORDIALLY INVITED TO ATTEND.

Hongkong, 10th November, 1896.

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Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGINES OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

47 NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef and no equal. ENTIRE FOREIGN MANAGEMENT.

Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of staying either in TOKYO or YOKOHAMA without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

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HOTEL METROPOLE, 1, TSUJII, TOKYO.

ALL NEW GOODS.

L. DEWETTE, Manager, TOKYO.

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IMMENSE STOCK.

ALL NEW GOODS.

W. POWELL & CO.

Hongkong, 7th November, 1896.

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IMMENSE STOCK.

ALL NEW GOODS.

W. POWELL & CO.

Hongkong, 7th November, 1896.

[156]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STREAMERS | CAPTAINS | TO SAIL | REMARKS |
|----------------|-------------|-------------------------------|-----------------|---|
| JAPAN, &c. | Palawan | C. E. Baker | Noon, 14th Nov. | (Freight or Passage, passing through the Inland Sea.) |
| KOBE (DIRECT). | Bombay | G. H. C. Weston, R.N.R. | Noon, 14th Nov. | (Freight or Passage.) |
| SHANGHAI | Katara-Hind | C. L. Daniel | About 15th Nov. | (Freight or Passage.) |
| LONDON, &c. | Khadive | S. G. D. Andrews, R.N.R. | Noon, 15th Nov. | (See Special Advertisement.) |
| JAPAN | Ancona | W. D. Madie | Noon, 20th Nov. | (Freight or Passage, passing through the Inland Sea.) |
| LONDON, &c. | Yapase | T. Leigh | About 26th Nov. | (Freight or Passage.) |
| | | H. A. RITCHIE, Superintendent | | |

For Further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 12th November, 1896.

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LANE, CRAWFORD & CO., SHIPCHANDLERS,

DECK AND ENGINE-ROOM STORES OF ALL KINDS.

HUBBUCK'S FIRST QUALITY PAINTS AND OILS.
SIR CHAS. PRICE'S ENGINE AND CYLINDER OILS.
EAGLEBERT'S CYLINDER OIL.

INTERNATIONAL ANTIFOULING COMPOSITION FOR SHIPS BOTTOMS.

This Composition has been Supplied to all the Navies of the World and all the principal Steamship Companies.

INNUMERABLE TESTIMONIALS.

FRESH WATER SUPPLIED.

CALL FLAG "R."

Hongkong, 11th November, 1896.

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MEALS

MONTHLY RATES FOR
AT H. K. HOTEL

| | |
|--------|--------|
| \$1200 | 15.00 |
| 1100 | 25.00 |
| 1050 | 35.00 |
| 1000 | 45.00 |
| 950 | 55.00 |
| 900 | 65.00 |
| 850 | 75.00 |
| 800 | 85.00 |
| 750 | 95.00 |
| 700 | 105.00 |
| 650 | 115.00 |
| 600 | 125.00 |
| 550 | 135.00 |
| 500 | 145.00 |
| 450 | 155.00 |
| 400 | 165.00 |
| 350 | 175.00 |
| 300 | 185.00 |
| 250 | 195.00 |
| 200 | 205.00 |
| 150 | 215.00 |
| 100 | 225.00 |
| 50 | 235.00 |
| 0 | 245.00 |

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.

do 1 " quarts.....\$33 "

SHEWAN & CO., Agents.

Hongkong, 25th June, 1896.

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THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

Hongkong, 1st September, 1896.

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J. TATAM, PROPRIETOR.

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AQUARIUS

THE TABLE WATER OF THE FAR EAST.

"SECOND TO NONE."

ESTD. 1884. Being made from TREBLE DISTILLED WATER only it has a Purity that

TELEPHONE—75. Natural Mineral Waters cannot hope to attain.

SOLE AGENTS.

CALDBECK, MACGREGOR & CO., GENERAL MANAGERS,

THE AQUARIUS COMPANY.

Hongkong, 31st October, 1896.

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W. POWELL & CO.

Intimations.

W. BOFFEY & Co.

T A I L O R S,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the Present and Coming Season,

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BRECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1625]

EYF-SIGHT.

N O T I C E .

M R. N. LAZARUS, OCULIST-OPTICIAN, of LONDON and CALCUTTA, may be consulted for SPECTACLES at the HONGKONG HOTEL (Room No. 139).

FOR A FEW DAYS ONLY.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted to youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

HONGKONG HOTEL,

(Room No. 139).

Hongkong, 3rd November, 1896.

[1626]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

**W I N E S
A N D
S P I R I T S.**

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORt after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants; as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

[2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship "TIENTSIN," Captain Dawson, will be despatched as above on MONDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th November, 1896.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "SUNGKIANG," Captain C. B. N. Dodd, will be despatched as above on TUESDAY, the 17th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th November, 1896.

[1750]

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

Intimation.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

Lemonade.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MINERIES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st May, 1896.

[1627]

THE French flagship *Bayard*, with the Commander-in-Chief of the French Pacific Squadron on board, is expected here in a day or two.

A LINE of Japanese steamers is to be established on the upper reaches of the Yangtze River. Government engineers are making surveys for Japan.

THE Singapore *Mid-day Herald* put the shutters up on the 2nd inst. The plant (and goodwill!) goes to one of the Protected States, where a live paper is to be started.

THE Ching Ling Foo Troop gave another entertainment last evening in the Victoria Hall and their clever feats again delighted and bewildered a large audience.

THE Japanese battleship *Chin-yen* left Yokosuka on October 26th for a two-months' cruise along the west coast of Japan. She is expected to return to Yokosuka in January.

COMMANDER LAXTON, late of H.M.S. *Placer*, arrived here yesterday by the *Manila* and is proceeding in her to England. He goes home on well-earned promotion.

MR. BALLINGTON BOOTH, who was lately deposed from the command of the Salvation Army in the United States, has become a Presbyterian clergyman at Chicago.

THE French sailor who attempted to smuggle eleven lbs of opium at Yokohama on October 29th has been fined yen 150 by the French Consul, and the fine was handed to the Customs.

THE *Grandsans*, one of the St. Petersburg dailies, has been suspended by the Russian authorities for having published an article which is regarded as an insult to the French nation.

We hear it is probable that Admiral Buller, who is due here to-morrow in his flagship, will stop in Hongkong about ten days and then go on to Singapore, returning to this colony shortly before Christmas Day.

We now learn that the reason for the *Plover* being so long overdue at Hakodate that it was believed she had come to grief is that she fell in with a typhoon and put into a harbour in the island of Saghalien, and there rode out the storm.

THE well-known clipper ships *Cimba*, *Argonaut* and *Tessalas* cleared Sydney Heads on Saturday, the 12th ult., bound for London with wool for the January sales, and a grand race home is anticipated. The *Argonaut* is the record-holder at present.

INFORMATION is being solicited from all Indian ports and the Straits Settlements, says the *Rangoon Times*, respecting the British barque *Mexico*, of 477 tons, which left Gopasore on 14th June last with a cargo of rice for Cochin and has not since been heard of.

IT is stated in Japanese papers that the cable ship *Okinawa-maru* is shortly to be employed in laying a submarine cable between Sada-misaki in Iyo province and Sagaseki in Bungo province, in a bold attempt to lay the cable between the Loochoo Islands and Kelung will not be resumed till about April next.

MR. JOHN PARSONS, the well-known cyclist, returned to Melbourne on the 14th ult. from a trip round the world. He was received at the Spencer-street Station by a crowd of cyclists, and was driven to the Vienna Café, where the chairman of the League of Victorian Wheelmen formally welcomed him back to the colony.

THE Korean *Repository* says:—Ex-Minister Miura is held responsible for the utter ruin of the prestige and power of Japan in Korea, and we are told that, although the Russians are not showing themselves too eager over the independence of Korea, or talking loudly about civilizing the country, the great Northern Power can well afford to dispense with the blare of trumpets, having more care for the substance than the shadow.

IT is reported, and is probably true enough, that a scheme to organize a Japanese volunteer fleet, on the lines of the Russian Volunteer Fleet (Dobrovolsko Flot) started by some retired naval officers, is maturing rapidly and the details will be made public shortly. It is said that a joint stock company with a capital of £10,000,000 will be formed for the purpose, and adequate protection by the Government will be asked for. Vessels belonging to the fleet are to engage in trade during the piping times of peace.

AT LAST! The Porte has officially published a scheme of reforms for the whole Empire, and has also issued orders to the Vell to put the scheme into immediate execution.

THE VENEZUELA SETTLEMENT. The Press rejoices at the settlement of the Venezuela Question.

THE VENEZUELA SETTLEMENT. The Venezuela Convention between Great Britain and the United States comprises an agreement for arbitration in future disputes.

LOCAL AND GENERAL.

H.M.S. *Firebrand* has arrived at Foochow, from Nagasaki.

A MEXICAN Admiral, with his flagship, will probably be here shortly from the north.

A CHINAMAN, named Ng Oot, charged with murder at Rangoon, has been arrested at Singapore.

H.M.S. *Centurion*, with Admiral Sir A. Bellier, K.C.B., on board, is due here-to-morrow forenoon, from Amoy.

H.M.S. *Colossus* is at Kobe, the *Grafton*, *Undaunted* and *Floriz* are at Yokohama, and the *Archar* at Nagasaki.

The sum to be expended for shipbuilding and navigation encouragement in Japan for the year 1897 will reach two million yen.

THE French flagship *Bayard*, with the Commander-in-Chief of the French Pacific Squadron on board, is expected here in a day or two.

THE most noticeable feature in the Happy Valley yesterday afternoon was the absence of the usual crowd of R. E.s, among the spectators at the football match. One also misses the uniform in the streets to a great extent as with few exceptions the whole of the men are in Kowloon where they will doubtless live things up a bit during the next week or so.

REALLY it is too bad of the Praya Reclamation authorities to start removing the blocks from alongside Pedder's Wharf without giving the sampan folk warning that they would have to find another chicken run! A couple of years' notice would not have materially impeded the work at the rate at which it is being carried forward, but perhaps the authorities intend to amuse themselves by playing with the blocks elsewhere. We have always considered a box of bricks a capital toy for children.

CAN nothing be done to stop the nuisance caused by cyclists riding down Queen's Road without lights? Yesterday evening no less than three were observed passing the Cricket Ground, where the deep shadow of the trees rendered them quite invisible, at the distance of a few yards. Rickshaws carry lights and bicycles should be compelled to do the same, but we suppose that nothing will be done to abate the nuisance until some luckless policeman or some bigwig has been knocked down and severely injured by a reckless bike fiend.

SOME time ago the Shanghai Magistrate, says the *Mercury*, upon information being given by the Tipao of the Yangtze-poo ward of the whereabouts of the rowdies that have been preying upon the innocent inhabitants of the neighbouring villages, despatched some yamen-runners to arrest them, but failed to do anything beyond capturing two of the least important members of the gang. The head rowdy, a man named Chang Kwei-ching, has since then tried to take revenge upon the Tipao, but opportunity failed him, until the other day when he found the Tipao drinking tea in a small shop in the vicinity of the Yangtze-poo Road, whereupon he seized the unfortunate fellow and squeezed 350 out of him, under threat of murder.—The Tipao's lot at Shanghai, like a policeman's, is not a very happy one.

H.M.S. *Rapid* returned to Sydney lately after a nine months' cruise about New Zealand. She visited the Campbell and Bounty Islands, and Antipodes and Auckland Islands. At the Campbell Group a careful search was made of all the provision depots placed on the islands by the New Zealand Government for shipwrecked persons. It was found that the provisions placed there had been untouched, so it is thought that no shipwrecked persons had effected a landing since the provisions were deposited on the islands. The Bounty Islands and the Antipodes are reported to be literally covered with penguins and albatross, and should, therefore, be valuable for their guano deposits. Enderby Island, one of the Auckland Group, was found to be swarming with rabbits of the silver-grey variety, and sea lions were also plentiful. H.M.S. *Wallaroo* relieved the *Rapid* at New Zealand.

AN entirely unexpected and sensational event occurred at Daqingling races about three weeks ago, of which no mention has been made by the press, but the accuracy of the facts correspondents of the *Rangoon Gazette* guarantees. At the second day's meeting of the Lebong Races at Daqingling, Captain Ross, A.D.C. to the Lieutenant-Governor, rode *Bridgeman*, and a bookmaker, named Galston, rode *Dick*. As the race progressed these two horses collided and Captain Ross thereupon gave Galston a sound thrashing with his whip, with the result that both horses bolted off the course. The assault took place as the horses were nearing the winning post and was witnessed by the spectators. Subsequently, I believe, Captain Ross tendered a private apology, but Mr. Galston insisted upon a public apology, which was not given, and Mr. Galston has placed the master in the hands of a Calcutta firm of solicitors with instructions to file an action against Captain Ross in the Daqingling Court. This case will doubtless be watched with considerable interest.

THE Peking correspondent of the *Shanghai Mercury* reports the recent race meeting at Peking was attended with more stir in diplomatic circles than in the field of sport. The Committee in charge of the arrangements for the meeting failed to invite the French Minister, on account of the "late unpopularity" of the club officials. This night was taken to heart, and immediately he endeavoured to get the other Ministers to refuse to attend. It appears the Belgian and German Ministers agreed and abstained themselves. The United States Minister was also entreated, but he appeared with the British Minister on the race-course. Quite a number of the Chinese officials also attended. The excitement and gossip over the actions of the French Minister seem to increase rather than diminish. When he first arrived in Peking it seemed quite likely that he would become the most popular member of the diplomatic body, but as he began to show a spirit against other persons and nationalities, failing to evoke that broad-mindedness essential to real propriety, his friends, both Chinese and foreign, gradually changed in their attitude.

WELL to the fore, as usual, the Phoenix Assurance Corporation, of London, is placing its evidence in all parts of the east by distributing neat wall-c-lenders and diaries for 1897. A set of these reached this office this afternoon accompanied with a copy of the policy granted by the Phoenix Assurance Co. to the Atchison, Topeka and Santa Fe Railway Co., of the United States of America. It is, we understand, the largest policy ever issued by any Company, being for £3,620,865, with a premium of £35,230 sterling. The Company's Capital is £3,688,800, and its Assets are valued at considerably over £1,100,000.

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MEMORANDA.

TO-DAY,—13th November.

9 p.m.—Ching Ling Foo Troop of Wonder-works at Victoria Hall, Duddell Street.

TO-MORROW,—14th November.

2.30 p.m.—Auction of household furniture, at Mountain View, No. 1, The Peak, by Mr. Paul Bowles.

3 p.m.—Rifles Brigade Burlesque "Fra Diavolo" at the City Hall.

SUNDAY,—15th November.

English and Tacoma music box.

THE sum of yen 25 has been paid to the Osaka Shosen Kaihatsu by the Captain of the British naval store-ship *Humber*, to cover the damage caused by the British ship to the Company's steamer *Kamagawa Maru*, while the latter was quarantine guardship off Nagasaki.

H.M.S. *Leviathan* will not winter at Tientsin. It

THE HONGKONG TELEGRAPH, FRIDAY, NOVEMBER 13, 1896.

provided were much admired. It may be mentioned that the dormitories are all fitted with iron bedsteads and plenty of room is afforded the inmates. The lighting throughout is by gas. A band of Chinese musicians played some national selections as the visitors were leaving.

THE RISE AND PROGRESS OF THE SOCIETY.

The objects of this institution are most highly commendable, and at the laying of the foundation stone in January last, His Excellency expressed his great pleasure at being in any way connected with such an admirable movement. In his address on that occasion the Governor made some remarks on the origin and success of the Society. He explained that some 17 years ago public attention was called by the Chief Justice to the evil practice of kidnapping, which was rampant in the Colony, and of selling the kidnapped women and children as if they were mere chattels. The principal Chinese residents, impressed with this scandalous state of affairs, informed the Governor, and through him the Secretary of State for the Colonies, and they asked for permission to form an association for the purpose of suppressing this terrible crime; of protecting women and girls, and of restoring those who had been kidnapped to their friends or relations. This permission was granted, and the Committee of the Tung Wa Hospital placed at the disposal of the society a portion of their hospital for the temporary accommodation of the destitute women and girls rescued from their terrible fate. During the four years ending in 1891 no less than 2,751 persons had been dealt with by the Society, and from 1889 to the end of 1895 the large number of 5,543 persons had been rescued, the greater number of whom have been sent to their homes or relatives. This was, indeed, a record of good work, and one which must command itself to every honest and respectable resident in the Colony. The Governor said he could not imagine any more useful, charitable, and Christian-like work. Joy and peace must have been brought to many a troubled household by the restoration of girls by this Society to their own relatives and their own homes. The rules and regulations under which the Po Leung Kuk Society so long and so successfully worked were drawn up by the eminent Q.C., Mr. Francis. The Government and the community were much indebted to the Tung Wa Hospital Committee for the charitable assistance they had for so long given to the Po Leung Kuk, and the Government and the community were still further indebted to the Tung Wa Hospital Committee for handing over to this Society, for their new building, a site which was granted to the Committee for charitable purposes. Regarding the cost of building the Home, His Excellency, on the occasion referred to, said that the Chinese residents had subscribed amongst themselves the handsome sum of \$30,000 towards it, and the Government, recognizing the utility and value of the Society's efforts, added a further sum of \$20,000. It was impossible to run such an institution on European lines or under European management, and the Po Leung Kuk Society had proved itself worthy of confidence. He hoped that its future success might be greater still, that it might be the means of mitigating, if not entirely of suppressing, this disgusting traffic, and therefore become a permanent blessing to the present and future generation of Chinese women and girls.

THE BUILDING.

The designs for the new building were drawn up by Mr. A. Denison, the well-known architect, and the building was erected by the Wing On firm of contractors. The result is highly creditable to all concerned, the work being well and faithfully executed. The following are some particulars of the Home:—It faces Tel-ping-shan Street, and the entrance is from Po Yang Street. Leading to the door is a flight of stone steps and the building itself stands 16 ft 10 in. above the street level. The style of architecture adopted is Chinese and the material used is stone, with facings of mandarin green bricks. While tiles are used for the roof and set on the general appearance of the place to considerable advantage. The building is divided into three parts, the central portion containing the hall for members meeting and also rooms for the various officers. The west wing contains rooms for the use of outpatients from the Tung Wa Hospital, on the ground and first floors. Accommodation is provided on the second floor for inmates of the Home. The southern portion of the building consists of three storeys, all entirely devoted to the Home's work. These open on all sides and have excellent provision for ventilation, &c. The north side faces on an open yard and overlooks the one-storeyed building in the front part of the premises. The south side faces Market Street, the east side faces a passage way, and the west side overlooks the garden of the outpatients. The windows and doors on the north and south sides are so arranged as to give a fine cool draught of air in summer, special attention having been paid to this matter. The accommodation for cooking and washing is provided on each floor, the appliances being of the best kind, and greatest care has been taken regarding sanitation, the fittings being of the most modern type. The home will accommodate altogether four families, besides the matron and attendants.

COMPETITION BETWEEN ENGLAND AND JAPAN.

WHY ENGLAND "FEARS" JAPAN.

The following is a summary of several articles which appeared a short time ago in one of the leading Tokyo newspapers on the subject of commercial competition between England and Japan:—

The period to receive instructions from Europe and America has passed away, and the time to teach them has come. The day of dependency on the manufacturers of other countries has gone, and the time to supply them with our own manufactures has arrived. The epoch at which we stood in fear of them is succeeded by one in which they stand in dread of us. When Young Japan takes her full part on the great stage of the world, Russia and England are the two countries with which she will come into collision as representatives of Western Powers; one from a military point, the other as a commercial Power. Up to a few years ago the distance between them and us was considered great, but now, so far as interests are concerned, we are in close proximity to them.

England's trade is recognised as predominant in the world, and Japan in this respect has been a boy beside a giant. Now, however, the fluctuations in the coal market cause sleepless nights to the coal merchants of Wales, and the spinning industry of Osaka is likewise a source of anxiety to the manufacturers in Lancashire. Their own intelligence does not cause much sensation to our optimistic race, but they hear of our intelligence and dread it. What we feel most pleasure in is that our improvement in industries is alarming Englishmen. They fear us, and know us as a formidable rival, because not only can Japan manufacture what has been hitherto supplied by foreign nations, but she is even able to export to foreign countries.

The staple exports which have been learned from foreigners are silk, piece goods, such as "habutai," silk handkerchiefs, and others; cotton yarns, umbrellas, glassware, hats, gloves, knitted work, socks, tea-gown paper, soap, &c. The

steady improvement in the manufacture of these articles is what takes Westerners by surprise. Silk, which was shipped in a raw state in the early days of the oriental era, is annually increasing, as is also the business in silk piece-goods. As to cotton yarns, the Department of Agriculture and Commerce employed in 1883 163 hands in the two spinning mills under its direct control; in private mills there were then employed 1,395 hands, whereas last year the spinning companies employed 38,476 hands. In the match industry not only is the home demand supplied, but this article is largely exported in ever-increasing quantities, the first instance of this trade occurring in 1878. The manufacture of carriages and fittings is also likely to obtain prominence in the field of competition; the export trade first commenced in 1889, and has grown rapidly since. In other articles of daily use, such as hats, gloves, stockings, undershirts, drawers, &c., imports have diminished and exports are steadily increasing.

The manufactures of this country now encroach on the markets of the East, previously monopolised by England; it is, therefore, natural that England feels jealous and is afraid of Japan.

What England fears most in competition with Japan is the spinning industry. The import of cotton from England in 1883 was 90,000 bales, and from India nothing; after that it rose to 74,447 bales from Manchester and 80,000 bales from Bombay. Owing, however, to the fall in silver and the development of the spinning industry there has since then been a very marked decrease in the import of these goods. Thus, while English yarns constituted 82 per cent. of the total of English and Bombay yarns sent to Hongkong, China, and Japan in 1875, the amount fell to 14 per cent. in 1894, while the demand for cotton yarn in the East increased five times in the last twenty years. The import of Manchester yarn to the East has shown such a downfall because Japanese yarns have been successfully competing with it. The actual condition in Lancashire shows still more conclusively how much British industry is suffering; only a few mills could declare a dividend of 4 per cent. and many large ones are carrying on at a loss, while in Japan all declared dividends of over 5 per cent., and some even 15 and 16 per cent. We have successfully beaten the spinners of Manchester, but what we fear is that a second Manchester may be formed either in Bombay or Shanghai. It will, therefore, be necessary that, wherever there is profit to be found for Japanese spinners, the industry should be started, whether in Shanghai, Bombay, or new ports in China, so that we may be prepared for the competition.

In the supply of "coal," the English product is everywhere giving way to the Japanese, as a result of the fall in silver. In short, the difference of price in favour of Japanese manufacturers and producers having become greater owing to the fall in silver, and the cost of manufacture being naturally cheaper in consequence of low rates of wage and abundance of coal, it is easy for Japanese to beat English manufacturers in the Oriental market.

Attached to the Report are certain reports of Cotton Spinning Companies for December, 1895. The extensive series of figures show the following totals and averages:—Spindles, total, 92,043; working days per month, 27; working hours a day, 24; average count of yarn, ring, 12; miles, 178; quantity of yarn manufactured, total, 13,860,633 lbs.; average of one spindle a day, ring, 935 lbs.; miles, 619 lbs.; quantity of cotton consumed, 14,075,681 lbs.; quantity of waste cotton, 1,683,161 lbs.; consumption of coal, 29,524,829 lbs.; average price of coal, per 10,000 lbs., 15.98 yen; average horse-power, 13,058; coal consumed per I.H.P., per hour, 3,505 lbs.; number of male operatives, 29,334; average wages per day, male, 15.69 sen; female, 10.12 sen; average price of yarn per bale, 97.12 yen.

The amount of yarn produced during the year 1895 totalled 143,824,075 lbs.
The cotton consumed for the year 1895 was as follows:—Japan cotton, 2,377,765 lbs.; China, 82,312,955 lbs.; India, 72,646,860 lbs.; America, 18,490,455 lbs.; Annum and Salgon, 6,58,269 lbs.; Egypt, 419,174 lbs.; others, 407,341 lbs.; total, 183,431,265 lbs.—*Japan Advertiser.*

THE MASSACRE AT THE SOLOMON ISLANDS.

THE CAPTAIN OF THE "ALBATROS" EXPLAINS.

In recent issues we gave full reports of the shocking massacre of a number of Austrian scientists and some members of the crew of the Austrian cruiser *Albatros* on one of the Solomon Islands. We have given the first reports of the outrage, and we followed that up with the official (consular) report of this sad affair. It will be remembered that the latter report held out no hope of the *Albatros* calling at Sydney after landing one of the injured men (who soon died) at Cooktown. We now find in the *Sydney Daily Telegraph* of the 12th ultimo, which came to hand by the *Advertiser* the day before yesterday, a letter addressed by the Captain of the *Albatros* to our Sydney namesake on the subject. It reads as follows:—

"My Imperial Government, having given permission to furnish the newspapers with particulars of the accident at Mount Tabite, an elevation near Lion's Head, in the Solomon Islands, I take the opportunity during a short stay in Sydney, previous to my departure for Europe, to address you on the subject as follows:—The narrative given by Mr. Mahen, as published in the *Sydney Morning Herald*, is strictly correct; that gentleman—Captain of the Acting Deputy Commissioner, the Hon. C. M. Woodford—having collected his information on board H. M. S. *Albatros* during a stay of a few weeks when Mr. Woodford received all necessary particulars from me direct for the purpose of reporting to his higher authorities with a view to the apprehension and ultimate lawful punishment of the murderers."

"Mr. Woodford, coming from Florida in the schooner *Narrows*, arrived in Teteo, and paid me a visit just at this critical time, and I had the privilege of his valuable counsel and assistance. I invited him to take part in the projected expedition to Mount Lamasa—one of the principal mountains in the Islands (scot, high), which Mr. Woodford, who is a well-known naturalist, and the enthusiastic describer of the Solomon Islands of former days, gladly accepted.

"The expedition had consisted of 18 persons, and did not rely on its numerical strength alone, but had used all precautions necessary on such occasions. The party had been attacked without the least warning, and had the natives known the deadly effects of firearms, the outrage would probably not have taken place at all."

"Instead of the trip to Mt. Lamasa, I considered it my duty to at once arrange an expedition for the rescue of the wounded, in which Mr. Woodford joined, and gave valuable assistance. The rescue was effected as already published. Petty Officer Marra, who was brought to Cooktown, succumbed there to his injuries and interred with military honours; the others and

crew of H.M.S. *Dart* and a great number of the inhabitants attending. All the other wounded are again convalescent, and have since attended to their duties on board."

"H.M.S. *Albatros* is at present on her voyage to Sydney under interim command of First Lieutenant Ferdinand, and will remain here until my return. I, myself, am on my way to Vienna, to report personally on this sad occurrence."

"I take this opportunity to present my most heartfelt thanks to Mr. Woodford publicly, who not only joined the rescue expedition and returned with the wounded, but his went with a second one for the recovery of the bodies of the fallen; and who, by the use of his authority and his intimate knowledge of the people and the country, rendered me invaluable assistance."

"In conclusion I beg to tender my own and the thanks of the officers and the crew of H.M.S. *Albatros* for the deep sympathy and kindly consideration with this unfortunate occurrence expressed by all classes of the population of Sydney and other cities of Australia."

F. MAULKE,
Captain."

FOOTBALL.

THE GARRISON V. HONGKONG FOOTBALL CLUB.

This match was played yesterday afternoon on the Club's ground at Happy Valley, the teams being as follows:—

Hongkong Football Club:—D. Wood, goal; J. R. Gillingham, and H. F. Kew, backs; H. W. Slade, R. F. Lamont and W. H. Price-Brown, R.M.L.I., halves; J. D. Danby, H. W. Looker (captain); W. D. Mayson, F. B. Denton, and G. W. Millward, forwards.

Officers of the Garrison:—R. Alexander, R.B.E., P. Percival, R.B., A. D. Boden, R.B., J. H. Thresher, R.B., Capt. Baker Carr, R.B., E. C. Rowcroft, H.K.R., P. G. Anderson, H.K.R., D. Davies, R.A., A. J. R. Greene, R.A., P. G. Davies, R.A., and Capt. Lovelace, A.D.A.

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TWO COTTON SPINNING AND WEAVING COMPANY, LIMITED.

The following is the report for presentation to shareholders at the first ordinary meeting to be held at the Company's Offices, Shanghai, at 4 p.m. on the 16th instant:—

The General Managers in submitting a statement of recruits and expenditure to the 30th September, 1896, have only to add that the buildings are nearing completion and the erection of machinery has commenced.

Consulting Committee:—In accordance with Article XVII, the managing committee—consisting of the Acting Deputy Commissioner, the Hon. C. M. Woodford—having collected his information on board H. M. S. *Albatros* during a stay of a few weeks when Mr. Woodford received all necessary particulars from me direct for the purpose of reporting to his higher authorities with a view to the apprehension and ultimate lawful punishment of the murderers.

The Garrison team played a splendid game throughout, never missing an opportunity. Baden, Theesius, Alexander and Rowcroft worked well as forwards and it may be added that the Club evidently felt the effect of Davies playing against them.

The Club team seemed to go all to pieces directly the Garrison scored their second goal, and from then on the finish, although some fine individual play was shown, they did not work sufficiently together to mend matters. Mayson, Denton and Looker were particularly noticeable from their fine and unselfish play as forwards, the latter being invaluable to the Club on account of his clever and powerful kicking. Wood and Gillingham are excellent in goal and Kew as a back is most useful.

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THE HONGKONG TELEGRAPH, FRIDAY, NOVEMBER 13, 1896.

Intimations.

WATKINS' CHAMPAGNE BITTERS.
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WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. LIVERPENIA, FLATULENCE, and all effects of the Digestive Organs.

GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 65, Queen's Road Central.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED,
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU," will be despatched TO-

MORROW, the 14th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engineers. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents

Hongkong, 13th November, 1896. [1663]

CHINA NAVIGATION COMPANY,
LIMITED,
FOR SHANGHAI.

THE Company's Steamship

"TIENTSIN,"

Captain Dawson, will be despatched as above TO-MORROW, the 14th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents

Hongkong, 12th November, 1896. [1745]

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. W. Schuk, will be despatched for the above Port TO-MORROW, the 14th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co.

Agents

Hongkong, 12th November, 1896. [1749]

FOR NEW YORK, VIA SUEZ CANAL.

THE "Mogul" Line Steamer

"MOGUL,"

will be despatched for the above Port TO-

MORROW, the 14th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents

Hongkong, 12th November, 1896. [1750]

OREGON RAILWAY AND NAVI-

GATION COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alterations.)

Monmouthshire | Saturday... | 14th November.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATE.

THE Steamship

"MONMOUTHSHIRE"

Captain L. Wigley, will be despatched for the above Port on or about the 16th November.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents

Hongkong, 30th October, 1896. [1679]

NIPPON YUSEN KAISHA.

JAPAN—AUSTRALIA LINE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE,

BRISBANE, SYDNEY AND

MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 18th Nov., at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Agents

Hongkong, 12th November, 1896. [1754]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Port on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers

Hongkong, 12th November, 1896. [1756]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Morrisey, will be despatched as above on WEDNESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents

Hongkong, 11th November, 1896. [1745]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"TEUCHER,"

Captain Riley, will be despatched as above on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents

Hongkong, 6th November, 1896. [1745]

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CITY OF DUNDEE,"

Captain Hallay, will be despatched as above on or about THURSDAY, the 19th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents

Hongkong, 12th November, 1896. [1753]

JAVA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOY, HONGKONG, SINGAPORE,

JAVA.

FROM HONGKONG.

FOR NEW YORK.

THE L. L. I. American Ship

"WILLIAM H. SMITH,"

Wilson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents

Hongkong, 9th October, 1896. [1755]

FOR NEW YORK.

THE L. L. I. American Ship

"WILLIAM J. ROTCH,"

Captain S. Lancaster, is loading for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents

Hongkong, 12th October, 1896. [1756]

FOR NEW YORK.

THE L. L. I. American Ship

"W. G. HUMPHREYS & Co.,

Agents

Hongkong, 15th October, 1896. [1756]

FOR NEW YORK.

THE L. L. I. American Ship

"J. S. VAN BUREN,"

Agents

Hongkong, 5th November, 1896. [1757]

SAILING VESSELS.

FOR NEW YORK.

THE S/S A. I. L. 3/m. American Ship

"FRIEDRICH."

Wilson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Agents

Hongkong, 10th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 AT British Ship

"CLAN MACFARLANE,"

Templton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents

Hongkong, 9th October, 1896. [1755]

FOR NEW YORK.

THE L. L. I. American Ship